

INDEX

- Air terminals, 7-3 and 7-4
- Ammunition and hazardous cargo, 3-7 and 3-8
- Bare beach facilities, 1-2
- Beach capacity, 4-6 through 4-8
- Beach management, 4-9
- Beach transfer points, 4-8
- Block stacking, 6-6, 6-8
- Capacity
 - IWWS, 5-6
 - IWWT, 5-3
 - terminal throughput, 3-8 and 3-9
- Cargo clearance, 3-13 and 3-14
- Cargo disposition instructions, 6-14
- Classification of terminals by cargo type, 1-3
- Classified cargo, 3-7
- Cluster plans
 - frontloader turret stacking of 20-foot containers (50-foot working aisles), 6-15
 - frontloader turret stacking of 35-foot containers (60-foot working aisles), 6-16
 - frontloader turret stacking of 40-foot containers (70-foot working aisles), 6-17
 - sideloader turret, 6-20
 - sideloader turret stacking of 20-foot containers (15-foot working aisles), 6-18
 - sideloader turret stacking of 35-foot containers (15-foot working aisles), 6-19
 - 20-foot container, 6-21
- Combi-terminals, 1-4
- Command organizations
 - TA, 1-5
 - transportation, 1-5
- Communications, 3-19
- Computing container space requirements, 6-29 through 6-31
- Computing space requirements, 6-12, 6-15 through 6-21
- Container marshaling area, 6-5
- Container marshaling yard, suggested organization, 6-3
- Container-on-chassis marshaling system, 6-9, 6-11
- Container terminals, 1-3 and 1-4
- Containers
 - computing space requirements, 6-6, 6-12 through 6-14
 - stacking configurations, 6-6 through 6-10
- Daily operations report, 3-17
- Direct pierside discharge, 1-2
- Discharge
 - break-bulk berth, 3-10
 - developed fixed container terminal, 3-10
 - lighters berth, 3-10
 - RO/RO berth, 3-10
 - underdeveloped container berth, 3-10
- Discharge capacity worksheet, 3-11
- Documentation
 - automated cargo, 7-6
 - daily operations report, 3-17
 - DD Form 1384, 3-15 through 3-17
 - manual cargo, 7-6
- Fixed-port facilities, 1-2
- Fixed-port and semifixed ports, 6-5 and 6-6
- Fixed-port container transfer facility, example organization and traffic flow, 6-4
- Floating craft maintenance, 3-17 and 3-18
- General cargo terminals, 1-3
- Import cargo, 6-9
- Inbound movements, 3-16
- Inland terminal operations
 - air terminals, 7-3 and 7-4
 - documentation, 7-6
 - inland waterway terminals, 7-5

- motor transport terminals, 7-4 and 7-5
- operational planning, 7-2 and 7-3
- personnel and equipment requirements, 7-3
- personnel movements, 3-18 and 3-19, 7-6
- rail terminals, 7-5
- staff and unit planning, 7-2
- Inland terminals, 1-2 and 1-3
- Inland waterway operations
 - IWWS, 5-1 and 5-2
 - IWWT, 5-2
 - operational planning, 5-2 and 5-3
- Inland waterway organization, 5-2
- Inland waterway system, 5-1 and 5-2
- Inland waterway terminal, 5-2, 7-5
- IWWS capacity, 5-6
- IWWT capacity, 5-3
- LOTS operations
 - beach capacity, 4-6 through 4-8
 - beach management, 4-9 and 4-10
 - beach transfer points, 4-8
 - operation planning, 4-1 through 4-4
 - reconnaissance and site selection, 4-4 through 4-6
 - shore-to-shore operations, 4-10
 - temporary holding areas, 4-8 and 4-9
 - traffic control, 4-9
 - unimproved facility or bare beach, 6-5
 - unloading operations, 4-10
- LOTS terminals, 6-6
- Management and operation of strategic, common-user contingency seaports, 3-2
- Marine maintenance system, 3-17 and 3-18
- Marine terminal operations
 - operational planning, 3-7
 - planning considerations, 3-6 and 3-7
 - planning phases, 3-1
 - planning steps, 3-6
- Marine terminal units
 - organization, 2-1 and 2-2
 - transportation cargo transfer company, 2-6 and 2-7
 - transportation terminal service company (break-bulk), 2-4 through 2-6
 - transportation terminal service company (container/break-bulk), 2-2 through 2-4
 - transportation terminal service detachment, 2-7 and 2-8
- Marine terminals
 - bare beach facilities, 1-2
 - fixed-port facilities, 1-2
 - unimproved facilities, 1-2
- Marshaling area
 - clearance operations, 6-13
 - hypothetical, 6-23
 - suggested design for a security storage area, 6-25
 - suggested traffic flow in fixed terminal, 6-24
 - traffic pattern in on chassis, 6-22
- Marshaling yard operations
 - fixed and semifixed ports, 6-5 and 6-6
 - location of the container marshaling area, 6-5 and 6-6
- LOTS terminal (unimproved facility/bare beach operations), 6-6
- organization and functions, 6-2 through 6-5
- procedures, 6-13 and 6-14
- rail movement, 6-13, 6-26
- security, 6-27 through 6-29
- space requirements, 6-12
- stacking configurations, 6-6 through 6-10
- surface requirements, 6-5
- terminal activities, 6-12 and 6-13
- Motor transport terminals, 7-4 and 7-5
- Movements
 - inbound, 3-16
 - outbound, 3-16 and 3-17
 - personnel, 3-18 and 3-19
 - rail, 6-13, 6-26
 - retrograde, 6-14
- MTMC port management cell, 3-5
- Nonbulk terminals, dry cargo, types of, 3-8
- Ocean reception point, 5-6
- Operational planning, 3-7
- Operations
 - back-load, 6-12 and 6-13
 - off-load, 6-12 and 6-13
- Outbound movements, 3-16 and 3-17
- Patient evacuations, 7-6
- Perimeter security, 6-28
- Personnel and equipment requirements, 7-3

- Personnel movement
 - inbound (debarkation), 3-18 and 3-19
 - intraterminal unit moves, 7-6
 - outbound (embarkation), 3-19
 - patient evacuations, 7-6
 - prisoners of war, refugees, and displaced persons, 7-6
- Planning considerations
 - cargo, 3-7
 - countering the threat, 3-6
 - personnel and equipment requirements, 3-7
 - port security, 3-6 and 3-7
 - theater geophysical characteristics, 3-7
- Planning phases
 - initial phase, 3-2
 - sustained resupply phase, 3-2
 - tactical resupply phase, 3-2
- Productivity, 3-13
- Rail terminals, 7-6 and 7-7
- Reconnaissance
 - aerial, 4-2
 - completion, 4-4
 - ground and water, 4-2 and 4-3
 - initial, 4-1
 - map, 4-2
 - personnel, 4-3 and 4-4
 - site selection, 4-2
- Retrograde
 - cargo, 6-2
 - containers, 6-10
 - movement, 6-10
- Ribbon stacking, 6-5 and 6-6, 6-15
- RO/RO terminals, 1-4
- Security, 6-10 and 6-12
- Semifixed port
 - construction, 6-4
 - surface requirements, 6-3
- Ship destination meeting, 3-11
- Shore-to-shore operations, 4-9
- Special operations, 1-4
- Stacking
 - areas, 6-7
 - block, 6-5 and 6-6, 6-15
 - configurations, 6-5 and 6-6
 - location, 6-9
 - ribbon, 6-5 and 6-6, 6-15
 - turret, 6-5 and 6-6, 6-15 and 6-16
- Stacking configurations
 - off chassis, 6-5 and 6-6
 - on chassis, 6-5 and 6-6, 6-16 and 6-17
- Surface requirements
 - fixed and semifixed ports, 6-5
 - LOTS operations (unimproved facility or bare beach), 6-5
- Sustained resupply phase, 3-2
- Tactical resupply phase, 3-2
- TCMD, 3-15, through 6-12, 7-8
- Temporary holding areas, 4-8 and 4-9
- Temporary in-transit storage areas, 4-7, 7-3
- Terminal activities, 6-7
- Treminal throughput capacity estimation checklist, 3-9
- Terminal clearance capacity, 3-10
- Terminal discharge capacity, 3-9 and 3-10
- Terminal operations
 - inland, 1-2 and 1-3
 - marine, 1-2
- Terminal planning, 7-2 through 7-5
- Terminal throughput capacity estimation, five functional areas
 - clearance, 3-10
 - discharge, 3-9 and 3-10
 - reception, 3-8
 - storage, 3-10
 - transfer, 3-10
- Terminal activities, 6-12
- Terminal capacity
 - clearance, 3-10
 - discharge, 3-9
 - reception, 3-8
 - storage, 3-10
 - throughput, 3-10
 - transfer, 3-10
- Terminal discharge capacity, 3-9
- Terminal planning, 7-2 through 7-5
- Terminal throughput capacity estimation checklist, 3-9
- Terminals
 - air, 7-3 and 7-4
 - classification, by cargo type, 1-3
 - combi-terminal, 1-4

container, 1-3 and 1-4	Transportation terminal service company (container/ break-bulk), 2-2 through 2-4
general cargo, 1-3	Transportation terminal service detachment, 2-7 and 2-8
inland, 1-2 and 1-3	Turret stacking, 6-5 and 6-6, 6-15 and 6-16
inland waterway, 5-2, 7-5 and 7-6	Types of terminals, 1-1 through 1-3
LOTS, 6-5	
marine, 1-2	Unimproved facility operations, 6-5
motor transport, 7-4 and 7-5	Unimproved port facilities, 1-2
nonbulk, dry cargo, 3-8	Unloading operations, 4-10
rail, 7-5	
RO/RO, 1-4	
types of, 1-1 through 1-3	
Traffic control, 4-9	
Transportation cargo transfer company, 2-6 and 2-7	Vessel loading, 3-14
Transportation composite group, 1-5 and 1-6	Vessel unloading, 3-12 and 3-13
Transportation terminal battalion, 1-6 and 1-7	
Transportation terminal service company (break-bulk), 2-4 through 2-6	